

PAAUZYUW RUCOMFB8363 0512059-UUUU--RULSAAH RULSABU RULSDMN
RULSEMB
RULSFAN RULSFAO RULSINA RUDJAFE RUDJAFH.
ZNR UUUUU ZUI RUCOMCB1142 0512230
P R 202021Z FEB 04 PSN 025676M26
FM NAVAIRDEPOT CHERRY PT NC
TO RUCCNOQ/CG FOURTH MAW
RUCKFCA/CG SECOND MAW
RUCBTFA/COMNAVSURFLANT NORFOLK VA
RUCOSSA/COMNAVAIRLANT NORFOLK VA
RUCTPPV/DIRJOAP TSC PENSACOLA FL
RULSMCO/HMX ONE QUANTICO VA
RUCOHAD/MIDLANTREGCALCEN NORFOLK VA
RUCOMAS/NAS OCEANA VA
RHBVHHI/USS BATAAN
RHBPIKE/USS DWIGHT D EISENHOWER
RHOSSEX/USS ESSEX
RHBVOUE/USS IWO JIMA
RHBVJFK/USS JOHN F KENNEDY
RHBVJPX/USS NASSAU
RHBVNTR/USS THEODORE ROOSEVELT
RHBVHOV/USS SAIPAN
RHBVHQJ/USS HARRY S TRUMAN
RHBVEPB/USS WASP
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AIG 165
RUCOWCZ/COGARD ENGLOGCEN BALTIMORE MD
RHBGJQI/USS RONALD REAGAN
RUCOWCZ/COGARD ENGLOGCEN BALTIMORE MD
RULSABU/NAVTESTWINGLANT PATUXENT RIVER MD
RUCTPPV/DIRJOAP TSC PENSACOLA FL
RULSFAN/COMNAVAIRSYSCOM PATUXENT RIVER MD
RHFJJCL/NAVAVNMAINTOFF CKA ORANGE PARK FL
ZEN/COMFAIRMED NAPLES IT
ZEN/COMFAIRWESTPAC ATSUGI JA
ZEN/COMNAVSURFPAC SAN DIEGO CA
ZEN/COMMARFORPAC
ZEN/COMNAVAIRES NEW ORLEANS LA
ZEN/COMNAVAIRPAC SAN DIEGO CA
ZEN/CNATRA CORPUS CHRISTI TX
ZEN/AIMD TRUAX FIELD CORPUS CHRISTI TX
ZEN/EODMU FIVE
ZEN/HQ USAF WASHINGTON DC
ZEN/MCAS IWAKUNI JA
ZEN/NAF ATSUGI JA
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ZEN/NAS FALLON NV
ZEN/NAS LEMOORE CA
ZEN/NAS KEY WEST FL
ZEN/NAS MERIDIAN MS
ZEN/NAS SIGONELLA IT

ZEN/NAS WHIDBEY ISLAND WA
ZEN/NATEC SAN DIEGO CA
ZEN/NATEC DET OCEANA VA
ZEN/NATEC DET MIRAMAR CA
ZEN/NATEC DET ATSUGI JA
ZEN/NAVAIRDEPOT JACKSONVILLE FL
ZEN/NAVSHIPYD AND IMF PEARL HARBOR HI
ZEN/NAVOAPROGMGR PENSACOLA FL
ZEN/NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA
ZEN/SIMA MAYPORT FL
ZEN/SIMA SAN DIEGO CA
ZEN/USS BELLEAU WOOD
ZEN/USS BONHOMME RICHARD
ZEN/USS BOXER
ZEN/USS CARL VINSON
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ZEN/USS ENTERPRISE
ZEN/USS KITTY HAWK
ZEN/USS ABRAHAM LINCOLN
ZEN/USS NIMITZ
ZEN/USS PELELIU
ZEN/USS JOHN C STENNIS
ZEN/USS TARAWA
ZEN/USS GEORGE WASHINGTON
INFO RUDJAFH/NAVAIRDEPOT CHERRY PT NC
RUCOWCZ/COGARD AR SC ELIZABETH CITY NC
RULSFAO/PEOASWASM PATUXENT RIVER MD
RULSJGA/COMDT COGARD WASHINGTON DC
RULSDMN/NAVICP PHILADELPHIA PA
RULSABU/NAVTESTPILOTSCH PATUXENT RIVER MD
ZEN/NAVTESTWINGPAC PT MUGU CA
ZEN/NAVSTKAIRWARCEN FALLON NV
ZEN/H60RS FLEET INTRO TEAM SAN DIEGO CA

BT

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UNCLAS //5600//

OC ALC TINKER AFB OK//LR//LP

MSGID/GENADMIN/NAVAIRDEPOT CHERRY PT NC/3.3.1//

SUBJ/INTERIM RAPID ACTION CHANGE (IRAC) 33 TO NA 17-15-50.3, T.O.

/33-1-37-3, TM 38-301-3 DATED 15MAR99 WITH CHG 1 DATED 1DEC01 AND

/IRAC 32 DATED 03OCT03//

REF/A/E-MAIL/HQ AETC/12JAN2004//

AMPN/REF A REQUESTED ROUTINE CHANGE BE UPGRADED TO IRAC.//

NARR/THIS IRAC IS AN OFFICIAL CHANGE TO ALL HOLDERS OF NA

17-15-50.3, T.O. 33-1-37-3, TM 38-301-3. U.S. ARMY AND U.S. AIR

FORCE ADDRESSEES ARE RESPONSIBLE FOR PROMULGATION OF THIS CHANGE

TO APPLICABLE SERVICE ACTIVITIES.//

POC/KENNETH FOSTER/DATA MANAGER/3.3.1/LOC:NADEP CHERRY PT

/EMAIL:FOSTERK@NAVAIR.NAVY.MIL/TEL:DSN 451-5670/TEL:(252) 464-5670//

RMKS/1. RESPONSIBLE CODE: DIRJOAP TSC PENSACOLA FL, MR. MICHAEL

CASSADY, DSN 922-5627 EXT 121, COMM (850) 452-5627 EXT 121.

2. PURPOSE OF CHANGE: TO CORRECT/PREVENT AN AIRCRAFT GROUNDING
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CONDITION PERTAINING TO T-6 AIRCRAFT WITH THE PT6A-68 ENGINE.

3. DETAILED INFORMATION: PEN AND INK CHANGES TO THE TECHNICAL
CONTENT OF A MANUAL ARE NOT AUTHORIZED. THE FOLLOWING TECHNICAL
CONTENT CHANGE INFORMATION APPLIES TO THE FOLLOWING REFERENCED
PAGES AND PARAGRAPHS OF THE SUBJECT MANUAL UNTIL A FORMAL CHANGE
IS RELEASED.

A. ON PAGE A-1, UNDER TURBOPROP/TURBOSHAFT ADD THE FOLLOWING IN
SEQUENTIAL ORDER:

PT6A-58 T-6 PAGE A-28A

B. ON NEW PAGE A-28A, ADD THE FOLLOWING INFORMATION:

ENGINE: PT6A-68

AIRCRAFT: (T-6)

JOAP ATOMIC EMISSION ROTRODE

	FE	AG	AL	CR	CU	MG	NI	SI	TI
ABNORMAL TREND	3	3	4	3	3	3	3	10	2
NORMAL RANGE	0-6	0-3	0-6	0-2	0-3	0-2	0-3	0-10	0-3
MARGINAL RANGE	7-11	4-6	7-11	3-4	4-6	3-4	4-5	11-27	4-5
HIGH RANGE	12-15	7-8	12-16	5-6	7-9	5-6	6-7	28-34	6-7
ABNORMAL	16+	9+	17+	7+	10+	7+	8+	35+	8+

THE CORRESPONDING RECOMMENDED MAINTENANCE ACTION FOR THE PT6A-68
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ENGINE BASED ON THE JOAP RESULTS IS AS FOLLOWS:

1. NORMAL OR MARGINAL RANGE: CONTINUE ENGINE IN SERVICE AND
MAINTAIN NORMAL SAMPLING SCHEDULE.

2. HIGH OR ABNORMAL RANGE:

A. INSPECT THE ENGINE OIL FILTER ELEMENT. IF ENGINE IS
SERVICEABLE PER MAINTENANCE MANUAL, CONTINUE IN SERVICE.

B. PERFORM THE FOLLOWING AFTER THE NEXT FLIGHT:

(1) TAKE A SECOND OIL SAMPLE AND ANALYZE.

(2) INSPECT THE ENGINE OIL FILTER ELEMENT. IF ENGINE IS
SERVICEABLE PER MAINTENANCE MANUAL, CONTINUE IN SERVICE.

(3) IF ANALYSIS OF THE SECOND OIL SAMPLE INDICATES THE
PRESENCE OF ELEMENTS IN MARGINAL OR NORMAL RANGES, CONTINUE ENGINE
IN SERVICE AND MAINTAIN NORMAL JOAP SAMPLING SCHEDULE.

(4) IF ANALYSIS OF THE SECOND OIL SAMPLE INDICATES THE
PRESENCE OF ELEMENTS IN HIGH OR ABNORMAL RANGES, CONTINUE ENGINE IN
SERVICE AND REFER TO REVISED JOAP SAMPLE INTERVAL AND MAINTENANCE
ACTION IN (5) BELOW.

(5) REVISED JOAP SAMPLE INTERVAL AND MAINTENANCE ACTION FOR
SECOND SAMPLE TEST RESULTS INDICATING AN ABNORMAL TREND OR THE
PRESENCE OF ELEMENTS IN HIGH OR ABNORMAL RANGE:

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(A) PERFORM A GROUND ENGINE RUN, TAKE AN OIL SAMPLE AND
ANALYZE.

(B) INSPECT THE ENGINE OIL FILTER ELEMENT. IF ENGINE IS
SERVICEABLE PER MAINTENANCE MANUAL, CONTINUE OPERATING ENGINE.

(C) IF ANALYSIS OF THE GROUND ENGINE RUN OIL SAMPLE
INDICATES THE PRESENCE OF ELEMENTS IN THE HIGH OR ABNORMAL RANGES,
RETURN ENGINE TO AN APPROVED FACILITY FOR INVESTIGATION.

3. ABNORMAL TREND

A. TAKE A SECOND OIL SAMPLE PRIOR TO THE NEXT FLIGHT TO CONFIRM THE ABNORMAL TREND.

B. IF THE SECOND SAMPLE TAKEN PRIOR TO THE NEXT FLIGHT INDICATES A RETURN TO TYPICAL NORMAL READINGS, RETURN THE ENGINE TO SERVICE AND RESUME NORMAL ENGINE JOAP SAMPLING SCHEDULE.

C. IF THE SECOND SAMPLE TAKEN PRIOR TO THE NEXT FLIGHT INDICATES A RESULT WHICH CONTINUES TO FALL WITHIN THE ABNORMAL TREND COLUMN, PERFORM MAINTENANCE ACTIONS IN STEP 2.B.(5).

4. IT IS RECOMMENDED THAT ENGINE OIL JOAP SAMPLES ARE TAKEN:

A. AFTER THE ENGINE HAS RUN FOR AT LEAST 30 MINUTES.

B. WITHIN 10 MINUTES OF ENGINE SHUTDOWN.

C. PRIOR TO THE ADDITION OF NEW ENGINE OIL.

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D. FROM THE SAME LOCATION ON THE ENGINE EACH TIME SAMPLES ARE TAKEN.

5. THE WEARMETAL LIMITS ARE DERIVED FROM THE ANALYSIS OF RESULTS OF ENGINE JOAP HISTORY DATA SUPPLIED BY THE FIELD LABS. THESE LIMITS WILL BE REVISED AS NEW DATA BECOMES AVAILABLE AND EXPERIENCE IS GATHERED ON THE PT6A-68 ENGINES.

4. VALIDATED BY: MR. MIKE CASSADY, JOAP-TSC PENSACOLA FL.

5. RELATED INSTRUCTIONS:

A. FOR PAPER COPY - MAINTAIN THIS IRAC WITH THE APPLICABLE MANUAL BY PLACING OR ATTACHING IT DIRECTLY BEHIND THE TITLE PAGE. MARK THE SPECIFIC CHANGE IN THE MARGIN OF EACH PAGE AFFECTED WITH A VERTICAL LINE, AND INCLUDE THE IRAC NUMBER AND DATE TIME GROUP (DTG) OF THE IRAC MESSAGE. THIS IRAC SHALL NOT BE REMOVED UNTIL RECEIPT OF THE FORMAL CHANGE PAGES.

B. FOR IRACS AFFECTING MANUALS ON CD-ROM: AFFIX AN ADHESIVE LABEL TO THE CD-ROM CASE, ANNOTATED WITH THE APPLICABLE PUBLICATION NUMBER, IRAC NUMBER, AND DTG OF THE IRAC MESSAGE. THE LABEL SHOULD BE POSITIONED TO ALLOW FOR ADDITIONAL UPDATES AS THEY OCCUR. MAINTAIN THE IRAC ON FILE UNTIL RECEIPT OF THE SUPERSEDING CD-ROM.

C. SUBJECT IRAC SHALL BE INCORPORATED INTO THE APPLICABLE

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MANUAL NO LATER THAN 12 MONTHS AFTER IRAC ISSUE DATE BY NAVAIR DEPOT CHERRY PT NC, CODE 3.3.1.//

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